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The bad weather which prevailed from 20 February to 6 March made necessary a period of air inactivity during which the jet aircraft were kept in the hangars and the forty conventional aircraft remained outside. On 6 March the weather had improved enough for isolated flights to be made by Type 14 and conventional aircraft. Flying was not general until 14 March, however.

The improved weather on 14 March brought out sixteen Type 14 aircraft. Three variations in regard to appendages beneath the air intake were observed. There is no doubt that the differences between the aircraft described in a, b, and c below can be easily identified.

- a. Eight of the aircraft had tube-like appendages underneath the air intake, along the fuselage and on either side of the nose wheel flaps. The tubes were quite separate from the flaps and were painted the same color as the aircraft, silver white. They projected about nine inches beyond the aircraft nose and were closed at both ends. These aircraft made only single circuits before landing.
- b. Four aircraft had similar appendages which were not, however, as prominent as those described in a. above. They were faired into the fuselage, thus giving an embossed appearance. They were painted pure white and had a better aerodynamic appearance than the tubes. These aircraft remained in readiness near to the runway but did not fly.
- c. The four remaining aircraft had no visible appendages. They were painted gray and appeared to have the highest flying speed. They made flights in formation but did not return to Alt Lönnewitz on the same day (sic), staying overnight at some other airfield.

3. In between the circuits made by the Type 14 a. the YAK 15s which were also there were fitted in (sic) and made single circuits.

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CENTRAL INTELLIGENCE AGENCY

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4. Performance

Precise observation makes it clear that the Tyre 14 planes now taxi further up the runway than previously, before the full roar of the engine is heard. At the same time the take-off run appears to be shorter - that is, the distance between the spot where the full engine boost is given and where the aircraft becomes airborne. It was estimated that from the commencement of the taxi-run from the runway end to the sound of the full boost the plane covered 160 meters. Approximately 140 meters further on the plane left the ground.

5. Take-off area activity

There were two vehicles in the area. One was painted red and did not carry a fuel tank (sic). It stood about 50 meters from the parked aircraft but did not approach them. The vehicle gave the impression of being a fire tender. The second vehicle had a box-like structure on board which was not quite as high as the driver's cab. After each flight this vehicle went up to the side of the aircraft, apparently to refuel them.

6. W/T Tender

This had a rod aerial and was standing near the runway on a level with the Alt Lönnewitz farm property.

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